



U.S. Department
of Transportation

**Federal Aviation
Administration**

**Transport Airplane Directorate
Aircraft Certification Service**

1601 Lind Avenue, S. W.
Renton, Washington 98055-4056

November 17, 2000

In Reply Refer To: 00-114-28

Mr. Jon Wickell
Coordination Engineer
Boeing Airplane Services
PO Box 7730
Wichita, KS 67277-7730

Dear Mr. Wickell:

This letter is in response to your letter # 3-J702-AC-00-066, R2, dated September 18, 2000, in which you submitted your revised petition for exemption from the requirements of §§ 25.783(h), 25.807(d)(1), 25.807(e)(1), 25.810(a)(1), 25.811(f)(1), 25.811(f)(2), 25.812(e), 25.813(b), 25.857(e), 25.1445(a)(2), and 25.1447(c)(1) of Title 14, Code of Federal Regulations (14 CFR). This exemption, if granted, would permit 34 Boeing Model 757-200 series passenger airplanes to be converted into "special freighters," and would permit the carriage of up to three supernumeraries on the flight deck.

We have reviewed your petition (public docket # 30021) and determined that an exemption is not required for the carriage of deadheading flight crewmembers on the flight deck with the emergency equipment and evacuation systems that you are providing.

The following facts were used in making the determination that an exemption is not needed for the configuration that you have presented:

1. Prior to the modification, the airplane has a total of four seats on the flight deck. Two of the seats are for the pilots to operate the airplane, one is for the administrator to conduct enroute inspections, and one has no defined purpose in 14 CFR part 25. However, 14 CFR part 121.547 allows two non-pilot seats to be occupied by deadheading flight crewmembers and does not require seats to be available outside the flight deck for these persons.
2. The modification to the airplane will include replacing the fourth seat on the flight deck with a double seat and the addition of emergency equipment for the fifth occupant similar to that provided for the other four occupants of the flight deck.

3. The occupants of the three non-pilot seats will be provided the same level of protection and emergency equipment that is provided to the occupants of the two non-pilot seats on the flight deck of the passenger version of the airplane prior to modification with the following exception. The primary evacuation route for the special freighter is through the number two flight deck windows, while on the passenger version it is through the forward passenger exits located just aft of the flight deck. Since the special freighter will be certified for the carriage of flight crew only, the regulations allow for exits that may be openable window(s) using ropes.

Accordingly, this letter acknowledges that your petition for exemption, public docket file # 30021, is not required. Per our determination, the docket containing your September 18, 2000, petition is now closed.

If you have any questions in the meantime, please contact Jayson Claar of this office at (425) 227-2194; facsimile (425) 227-1320.

Sincerely,

/s/ Kristin Carpenter

Kristin Carpenter
Acting Manager
Program Management Branch